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formation 40 which is configured for being engaged by a latch disposed in the fuel cell chamber 12 of the housing 11. This gripping formation 40 may have a variety of shapes. In the embodiment depicted in FIGs. 2-4, corresponding truncated lug ends 36 and the rib ends 38 of the lugs 32 and the support ribs 34 define a groove-shaped gripping formation 40 that is disposed on the nozzle 20. Although it is preferred that the adapter body 18 have a gripping formation 40 in the form of a groove as just described, it is also contemplated that the gripping formation is alternatively a rib or protrusion, generally radially extending from the adapter body 18. Such protrusions may form an annular rib or may also be individual, spaced, lugs or rib segments.--

Please replace the paragraph beginning on page 12, line 8 with the following rewritten paragraph:

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--In the latch 60, each locking tang 64 has an outside edge 82 defining a shoulder 84. There is also an inside edge 86 forming a surface 88 for engaging the groove-shaped gripping formation 40 of the adapter 16. In the preferred embodiment, the surface 88 is arcuate in shape to better grasp the generally circular nozzle 20. However, it is contemplated that the shape of the surface 88, and/or the edge 86 may change to positively engage alternative configurations of the gripping formation 40 as described above.--

Please replace the paragraph beginning on page 13, line 5 with the following rewritten paragraph:

--In operation, the assembled fuel cell 14 and the adapter 16 are placed into the fuel cell chamber 12 of the tool 10. Once inside the fuel cell chamber 12, the nozzle 20 will come into contact with the latch 60, and the operator will then press the fuel cell 14 inward. A3 The ramped configuration of the lugs 32 spread the locking tangs 64 apart. When the truncated lug ends 36 pass by the biased locking tangs 64, the locking tangs will close, and the inside edge 86 will engage the groove or other configurations of the gripping formation 40 of the adapter 16, so that the lug ends are positioned above the locking tangs and the truncated rib ends 38 are positioned below the locking tangs. In this position, the adapter 16 is securely held inside the tool 10 (best seen in FIG. 4).--

Please replace the paragraph beginning on page 14, line 4 with the following rewritten paragraph:

--When a user needs to remove the fuel cell 14 from the tool 10, he simply pushes the push button 72 inward against the springs 80, so that as the boss 74 is moved A4 inward pushing against the inclined surfaces 78 of the locking tangs 64, it progressively separates the locking tangs until the pivoting ends 90 abut the holding pins 96, and the locking tangs disengage from the groove-shaped gripping formation 40. In this open position 68 (best seen in FIG. 6), the inside edges 86 of the locking tangs 64 form an opening large

Cont A4 enough so that the lugs 32 of the adapter 16 are able to freely pass, and the fuel cell 14 can be removed from the fuel cell chamber 12. As the adapter 16 is pulled out of the fuel cell chamber 12 with the spent fuel cell 14, the fuel metering valve stem 98 leaves the frangible membrane 28 pierced, which visually shows that the fuel cell 14 has been used.--

Please replace the paragraph beginning on page 16, line 4 with the following rewritten paragraph:

--Another feature of the present adapter 100, which may also be found on the adapter 16, is that the spaced supporting ribs 34 are the fastening point of the nozzle 20 to the base 22 and are configured to provide a breakaway action if a user attempts to remove the A5 adapter from the fuel cell 14. Upon shear failure of the ribs 34, the fuel cell adapter 100, 16 cannot be reused on another fuel cell 14, eliminating the introduction of dirt, debris, or impurities that can interfere with the connection during reuse. This single use nature of the present adapter 16, 100 also inhibits the use of refilled or generic fuel cells which may impede the optimal operation of the tool 10. It is contemplated that the shear failure of the support ribs 34 may be caused by varying the shape, size, thickness, and material composition of the ribs, or by adding scoring or other non-uniformities to the rib structure. The supporting rib structure 34 should include any other means known by one in the art to cause material failure at the rib location upon removal while maintaining sufficient strength to withstand the shock of combustion and the pressure of the gas propellant while in use.--